Qc t-03-03 11:39 ALCEE L. HASTINGS 230 CONGRESSIONAL DISTRIC FLORUA

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www.house.gov/alceehastings

September 29, 2003

Bryant L. Van Brakle Secretary Federal Maritime Commission 800 North Capitol Street, NW Washington, DC 20573

RE: Petition P3-03

## Dear Secretary VanBrakle:

It has been brought to my attention that the United Parcel Service (UPS) has filed for an exemption from the prohibition on Non-Vessel Operating Common Carriers (NVOCCs) from entering into confidential contracts with their customers. I write in support of the UPS petition **currently** pending before the Federal Maritime Commission (FMC).

During consideration of the *Ocean Shipping Reform Act* (OSRA) revisions of 1998, Congress carefully considered all aspects of the ocean shipping industry including the role of **NVOCCs.** Based on the nature of ocean shipping at the time, Congress **determined** that NVOCCs should be regulated differently than vessel. operators. In the late 1990s, most: NVOCCs were small enterprises that neither owned ocean vessels nor the cargo being shipped. In order to protect shippers and to guarantee liability coverage, Congress determined that NVOCCs should operate **under** a published tariff system when dealing with their customers.

However, the state of the U.S ocean shipping industry has changed dramatically since passage of **OSRA**. There has been unprecedented consolidation among ocean **carriers** resulting in the loss of major U.S. flagged carriers. In an effort to offer customers a full range of services, these very same carriers have created vertically integrated logistics companies that now compete with NVOCCs.

UPS operates the most sophisticated, integrated, intermodal transportation network in the world, which includes air, rail and surface and NVOCC transportation, and is deemed a "carrier" in the surface and air freight industries. Furthermore, UPS makes significant annual capital investments to its' asset-based transportation infrastructure. These facts alone set UPS apart from the companies that first raised concerns about the regulatory status of NVOCCs.

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The UPS petition, citing the recent evolution of the ocean shipping marketplace, is precisely the reason Congress granted such broad exemption authority to the **FMC**. While anticipating dramatic changes in the ocean shipping **industry** with **the** passage of **OSRA**, Congress did not contemplate how fast or how smoothly the market could adapt to these changes. **By** granting this petition, the FMC will acknowledge these changes, level the playing field between **NVOCCs** and vessel operators, and ultimately benefit ocean shipping consumers around the **world**.

I am hopeful **the FMC** will give **the** UPS petition its' utmost consideration and **render** au equitable decision based upon **the** merits of the UPS case. If you have any questions or would like to discuss this any **further**, please do not hesitate to contact me.

Sincerely,

Alace Hastings

Alcee L. Hastings Member of Congress oc t-03-03

ALCEE L. HASTINGS 23RD CONGRESSIONAL DISTRICT

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## **FAX COVER SHEET**

	C. Van Bro			FAX #: _	a/523-0014
FROM: David Goldenberg  Office of Congressman Alcee L. Hastings Phone Number: 202-225-1313					
SUBJEC	et: UPS	NVIXS	Petition		
DATE: <u>[</u>	0/3/03	PAG	ES INCLU	DING CO	OVER; 3